

## Siting of State Facilities

The inter-relationships among parking, transportation systems, the siting of state facilities and alternative commute mode choices by state employees is such that none can be addressed alone. State facilities must be sited and equipped so employees can take advantage of alternative commute modes. State facilities sited this way add positively to the employee's quality of life.

Parking supply and charges also are linked to alternative commute mode choices, but can only effectively encourage high-occupant vehicle use if the worksite is located where employees have transportation choices

State facilities should be located within high-density areas, central business districts, business parks, and/or urban growth areas to take better advantage of transit, to encourage walking and biking, and to lessen the vehicle miles traveled by state employees. This should be considered even if the cost is higher. Worksites located in less expensive remote areas allow few alternative commute mode choices for employees, and could result in more vehicle miles traveled and less opportunity for employees to commute by walking, biking, or riding in high-occupant vehicles.

The Growth Management Act (RCW 36.70A.070) mandates that regional planning organizations develop transportation plans compatible with the transportation plans of the bordering regions. Successful transportation plans recognize and acknowledge the relationships between commercial and residential land use, densities, and alternative transportation modes. The state should site facilities that are compatible with each local transportation plan.

### Recommendations

State government should consider the following before building or leasing space for most facilities.

- ◇ **Parking Supply:** When developing state facilities, the state should work with local jurisdictions to build parking at the minimum level possible, taking into consideration the goals for the CTR law.

RCW 43.01.240(3) Effective in July 1997 the law states that “in order to reduce the state’s subsidization of employee parking, agencies shall not enter into leases for employee parking in excess of zoning code requirements, except as authorized by the Director of General Administration.” See Employee Parking Exemption Guidelines and Parking Program Guidelines.

- ◇ **Other Parking Approaches:**
  - Separate lease costs so parking is itemized and not rolled into the total lease cost. This enables visibility of the true cost of parking.
  - Request reduced parking below the minimum where it can be shown effective CTR programs will be implemented.

- Require reserved parking spaces for carpools and vanpools at office and industrial sites to accommodate and encourage high-occupant vehicle commuting.
- See if nearby properties with different peak times in parking demand can share parking spaces as a means of reducing unnecessary supply.

◇ **Recommended Site Design Standards**

- Before leasing or building, the state should study the transportation system leading to the site for safe and adequate facilities for walkers and bikers.
- Ensure employee parking is designed and located for direct, convenient, and safe access for pedestrians, including provisions for persons with disabilities and transit riders between the street and building entrance. Where feasible, covered walkways should be provided for pedestrians
- If cost-effective, covered parking stalls close to the building entrance should be provided for carpool and vanpools.
- When building or leasing state facilities, state government should require secure, well-lit bicycle facilities close to building entrances.
- Cost-effective covered bicycle parking, showers, and lockers should be provided to encourage commuting by bicycle or walking.
- The facility should be “transit friendly” and consider locating on a main thoroughfare and putting parking behind the building to permit convenient pedestrian access between the transit service and the front entrance of the building.
- State agencies should consider passenger amenities, such as bus shelters, lighting, and benches to encourage transit use.
- The state should work with transit agencies and site developers to establish requirements for transit circulation and facilities. Covered bus waiting areas should be provided if it is not possible to provide waiting areas within the building.
- Building orientation – Transit service is facilitated when buildings are located close to the main thoroughfare. Parking located behind, rather than in front of the building permits convenient pedestrian access between the transit service and the front entrance of the building. Other factors, including maximizing street geometrics for transit use, intersection design, and bus stop placement, also should be considered when planning for “transit friendly” development.